

AMENDMENTS TO THE CLAIMS

This listing of claims replaces all prior versions and listings of claims in the application:

1-7. (Canceled).

8. (Currently Amended): An elevator comprising:

a car is guided in a shaft to move vertically along a pair of first guide rails between which the car is arranged;

a counterweight is guided to move vertically via a pair of second guide rails between which the counterweight is arranged;

at least one drive rope that connects the car and the counterweight is wound on the drive sheave of a hoist so that as the drive sheave is driven to rotate, the car and the counterweight move vertically in opposite directions;

a cantilevered support member fixed to one of the guide rails; and

a car overspeed governor mounted to the cantilevered support member,

wherein the first guide rails are arranged at approximately diagonal positions with the car therebetween, and

wherein one end of the at least one drive rope is fastened to the cantilevered support member.

9. (Canceled).

10. (Previously Presented): The elevator of Claim 8, wherein the hoist is arranged between an inner wall of the shaft and a space for the vertical movement of the car as well as a space extending therefrom.

11. (Currently Amended): The elevator of Claim 8, wherein a deflector wheel is arranged on the at least one drive rope between the hoist and the car and/or between the hoist and the counterweight.

12. (Previously Presented): The elevator of Claim 8, wherein a car frame that contains the car has an approximately rectangular parallelepiped form.

13. (Previously Presented): ~~The elevator of Claim 8,~~ An elevator comprising:
a car is guided in a shaft to move vertically along a pair first guide rails between
which the car is arranged;
a counterweight is guided to move vertically via a pair of second guide rails
between which the counterweight is arranged;
a drive rope that connects the car and the counterweight is wound on the drive
sheave of a hoist so that as the drive sheave is driven to rotate, the car and
the counterweight move vertically in opposite directions,
wherein the first guide rails are arranged at approximately diagonal positions with
the car therebetween, and

wherein a third guide rail is arranged as a derailment prevention means for preventing the car from derailing from the pair of first guide rails.

14. (Previously Presented): The elevator of Claim 8, wherein the drive rope is flat with a rectangular cross section.

15. (New): The elevator of Claim 13, wherein the drive rope is flat with a rectangular cross section.